



Transportation Analysis

Traffic & Commodity Studies Section

TH 280 - SP. 6241-42, TA M299
Interchanges between Kasota
& County Road B.

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THE MINNESOTA DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
PEOPLE AND GOODS MOVEMENT SECTION



DEPARTMENT OF TRANSPORTATION
Room 820

Office Memorandum

TO : Jerry Skelton
Transportation Planning

DATE: May 11, 1983

FROM : John Sem *JD*
Director
Traffic & Commodity Studies Section

PHONE: 6-1602

SUBJECT: TH 280 - SP. 6241-42, TA M299
Interchanges between Kasota
& County Road B.

Enclosed are schematic turning movements of year 2008 ADT and DHV for TH 280 interchanges at Kasota, Como, Hennepin - Larpenteur, Broadway and County Road B.

Basic Data

1. 1981 and 1982 machine counts and turning movements supplied by District 9.
2. 1970-1982 ADT from Official State Flow Map.
3. 2000 ADT from System 3E computer load
4. 2000 ADT from "Alt 280" computer load.

Procedure

Comparisons of flow map volumes, System E computer loads and recent machine counts indicated an under-assignment by System 3E. System 3E speeds were then adjusted upward to reflect freeway conditions ("Alt. 280"). Traffic volume comparisons improved. Computer loads equalled current counts between Como and Broadway with substantial shifting of turns. All other segments remained significantly lower than current counts.

TABLE 1
COMPARATIVE ADT VOLUMES
AT TWO KEY LOCATIONS ON TH 280

Location	Machine Count 1982	Flow Map ADT 1982	Year 2000 System Load with Travel-Time Base		Year 2008 Forecast
			as Expressway	as Freeway	
S. of I-35W	32900	30400	14900	17000	42100
S. of Henn- Larp.	43700	39100	31100	45100	55600

Jerry Skelton
May 11, 1983
Page Two.

Table 1 shows comparative data at two key locations on TH 280. With TH 280 at freeway speeds the volumes south of I-35W infer a maximum additional through trip diversion of less than 2100. South of the Henn-Larp. interchange, freeway speeds add 14000 trips but show substantial changes in turns at Como, Henn-Larp. and Broadway.

With inconclusive system loads it was decided to structure a traffic analysis and forecast on historic data as follows:

1. Chart 1 shows initial traffic diversion from TH 280 to I-35W during 1974-1976, with stabilization and some growth on TH 280 through 1982.
2. Traffic growth rates are different north and south of the Henn-Larp. interchange.
3. Industrial Boulevard may relate to current AM-PM turning movement imbalances along TH 280. (e.g., AM inbound on TH 280; PM outbound on Industrial Boulevard, etc.)

Result

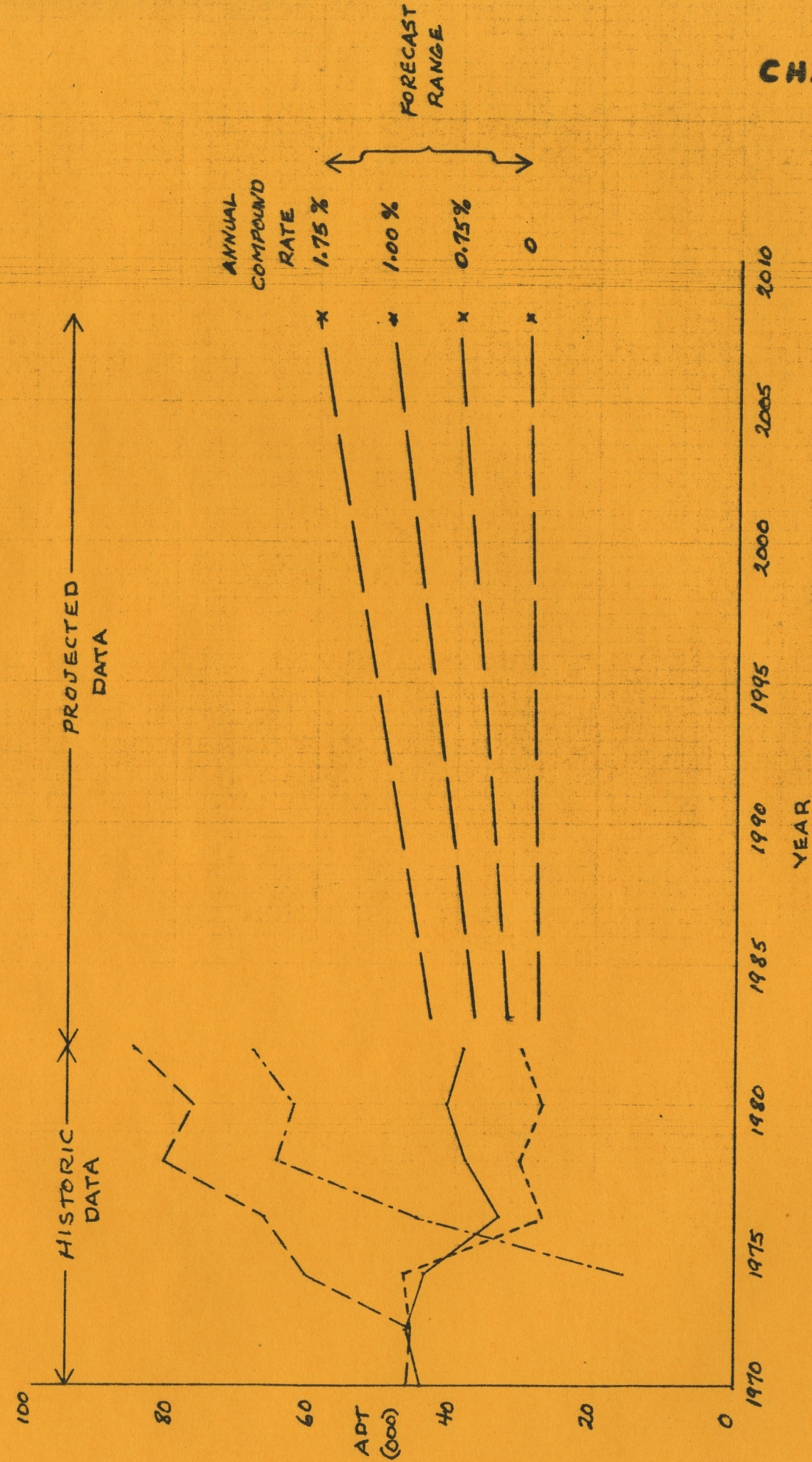
A 1 percent annual compound growth rate was selected and applied to all 1982 machine counts on the basis of low or no historic growth south of I-35W and some growth south of Henn-Larp.

Comment

A system load should be the main component of the traffic forecast; particularly in this industrialized area. However, the model and trip assignment role becomes secondary when year 2000 loads are predominantly exceeded by current traffic volumes.

TH 280
TRAFFIC DIVERSION
AND
PROBABLE GROWTH

LEGEND
--- E. OF TH 280
--- W. OF TH 280
--- S. OF HENN-LARD
--- S. OF I 35W



Mn/DOT 29131 (6-78)

SCHEMATIC TURNING MOVEMENT

Year 2008 Traffic Volumes

City or County ROSEVILLE

Location TH 280 and Co. Rd B

System _____

SPAR M 299 Date 5-83

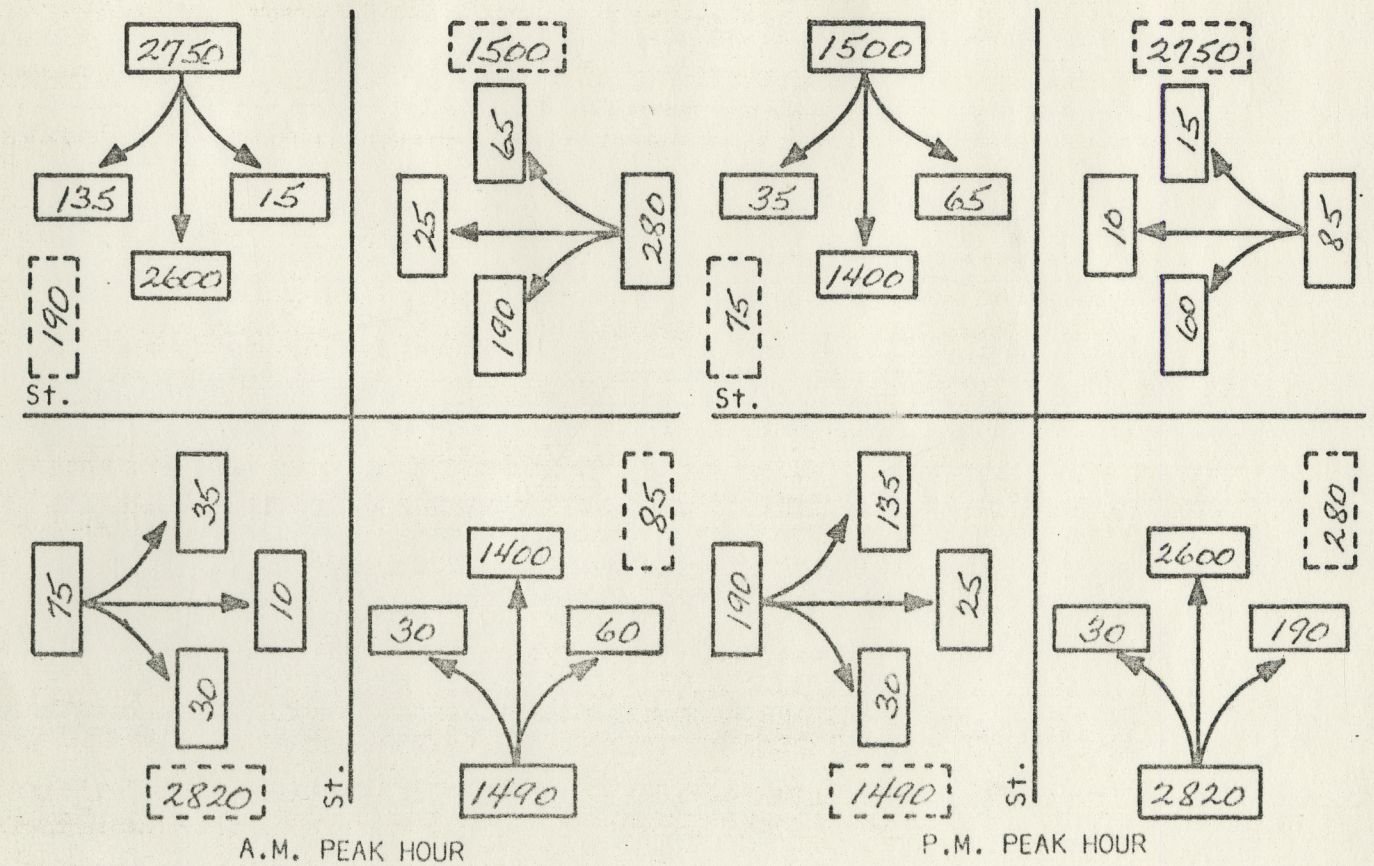
DATA SOURCE:

Computer Output X

Analysis X

Traffic Count X

COMMENTS:



SCHEMATIC TURNING MOVEMENT

Year 2008 Traffic VolumesCity or County LAUDERDALELocation TH 280 and BROADWAY

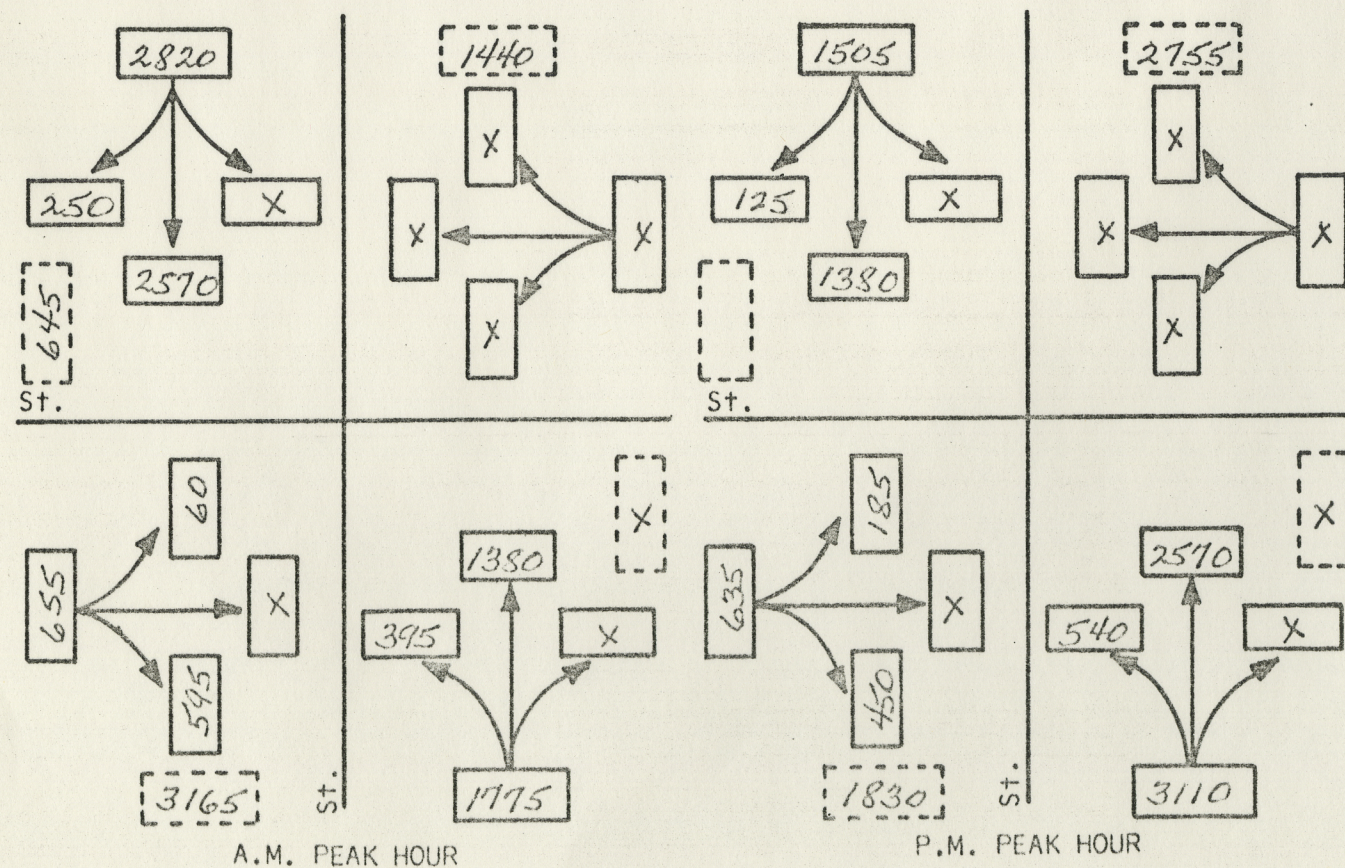
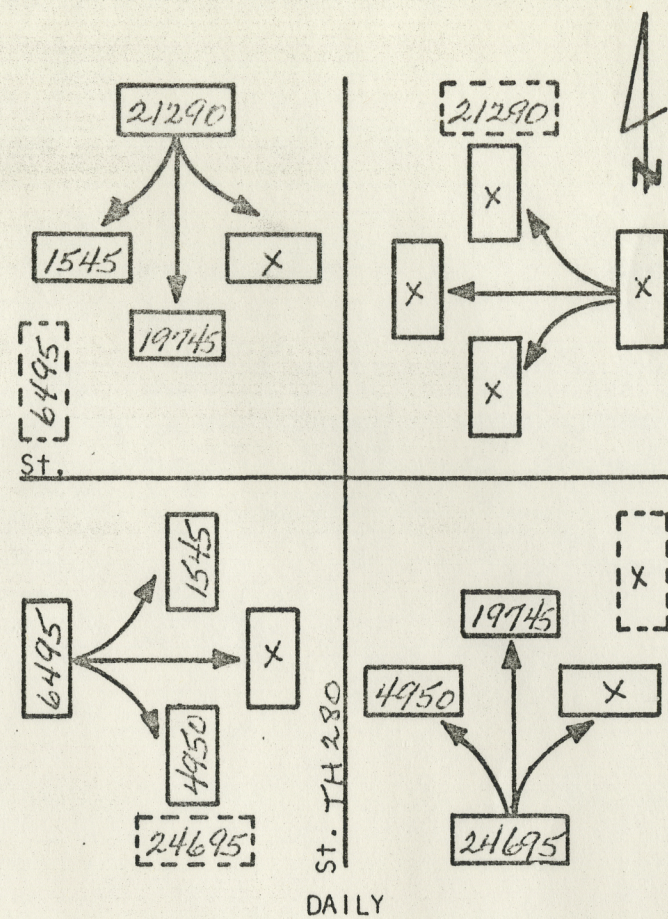
System _____

SPAR M299 Date 5-83

DATA SOURCE:

Computer Output XAnalysis XTraffic Count X

COMMENTS: _____



SCHEMATIC TURNING MOVEMENT

Year 2008 Traffic VolumesCity or County LAUDERDALELocation TH 280 and HENN-LARP

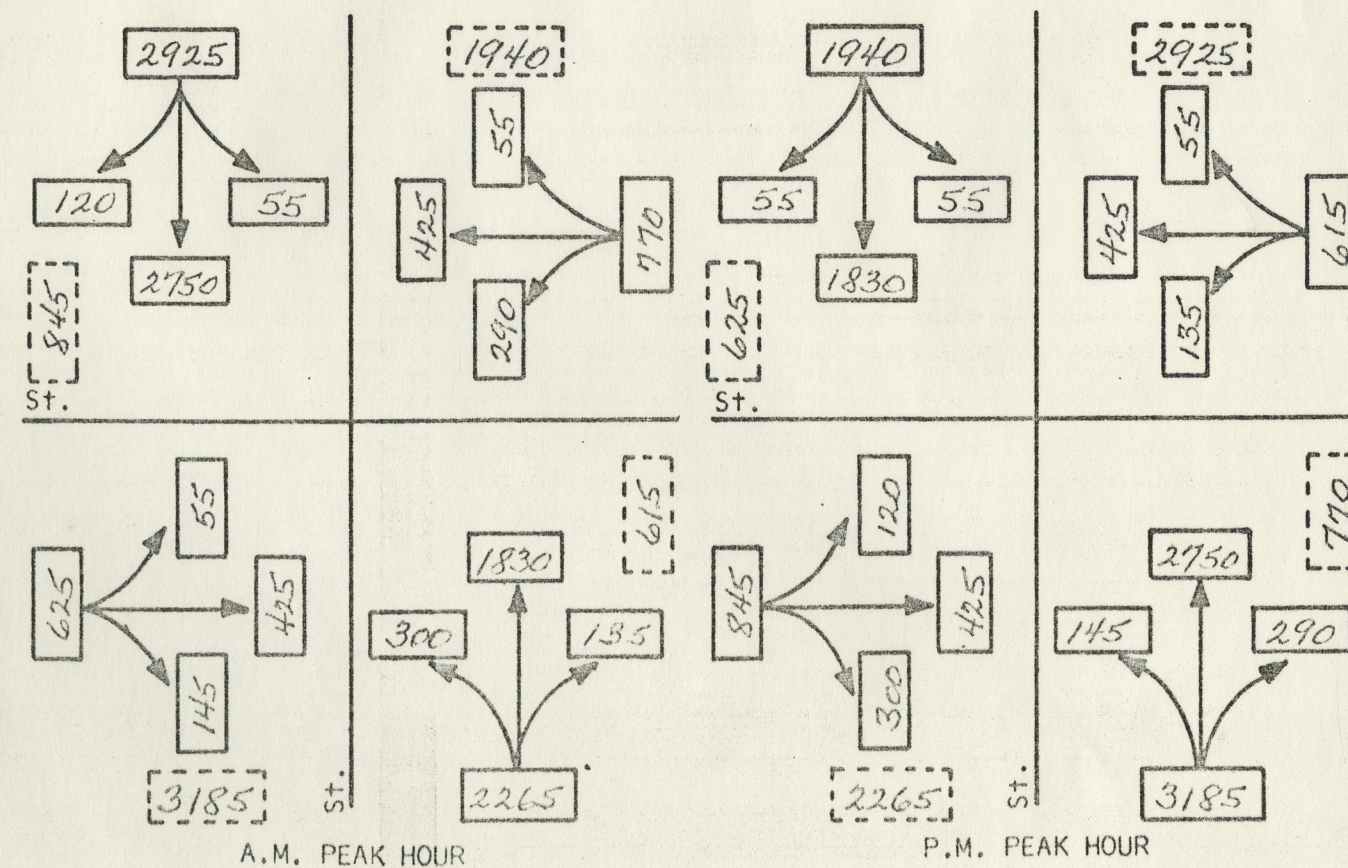
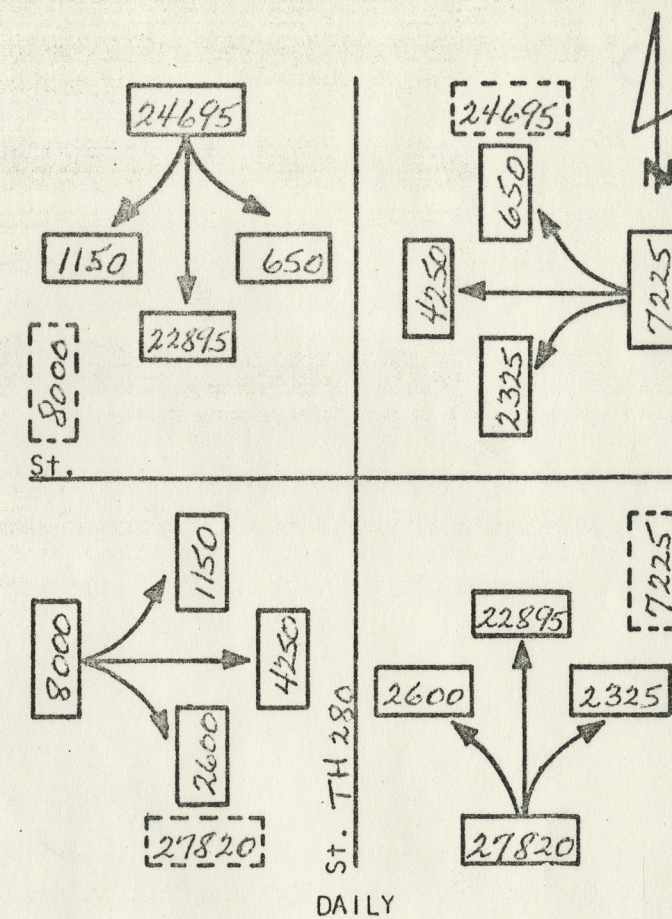
System _____

SPAR M299 Date 5-83

DATA SOURCE:

Computer Output XAnalysis XTraffic Count X

COMMENTS: _____



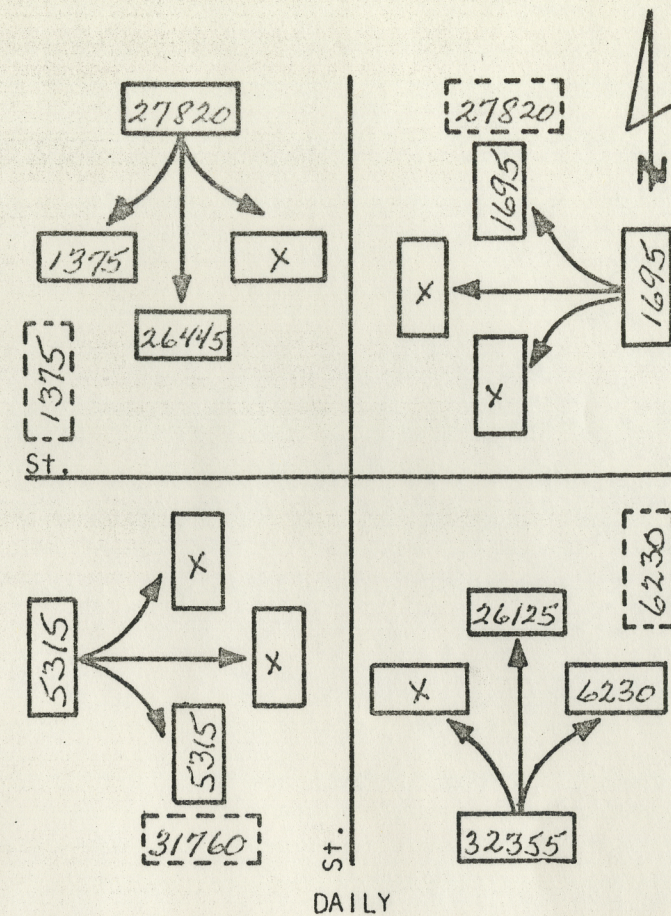
SCHEMATIC TURNING MOVEMENT

Year 2008 Traffic Volumes
 City or County ST PAUL
 Location TH 280 and RAMPS &
 System LOOPS S. OF COMO
 SPAR M 299 Date 5-83

DATA SOURCE:

Computer Output X
 Analysis X
 Traffic Count X

COMMENTS: _____



SCHEMATIC TURNING MOVEMENT

Year 2008 Traffic Volumes
 City or County ST PAUL
 Location TH 280 and RAMPS &
 System LOOPS S. OF KASOTA
 SPAR M 299 Date 5-83

DATA SOURCE:

Computer Output X
 Analysis X
 Traffic Count X

COMMENTS: _____

